Better Bus Project

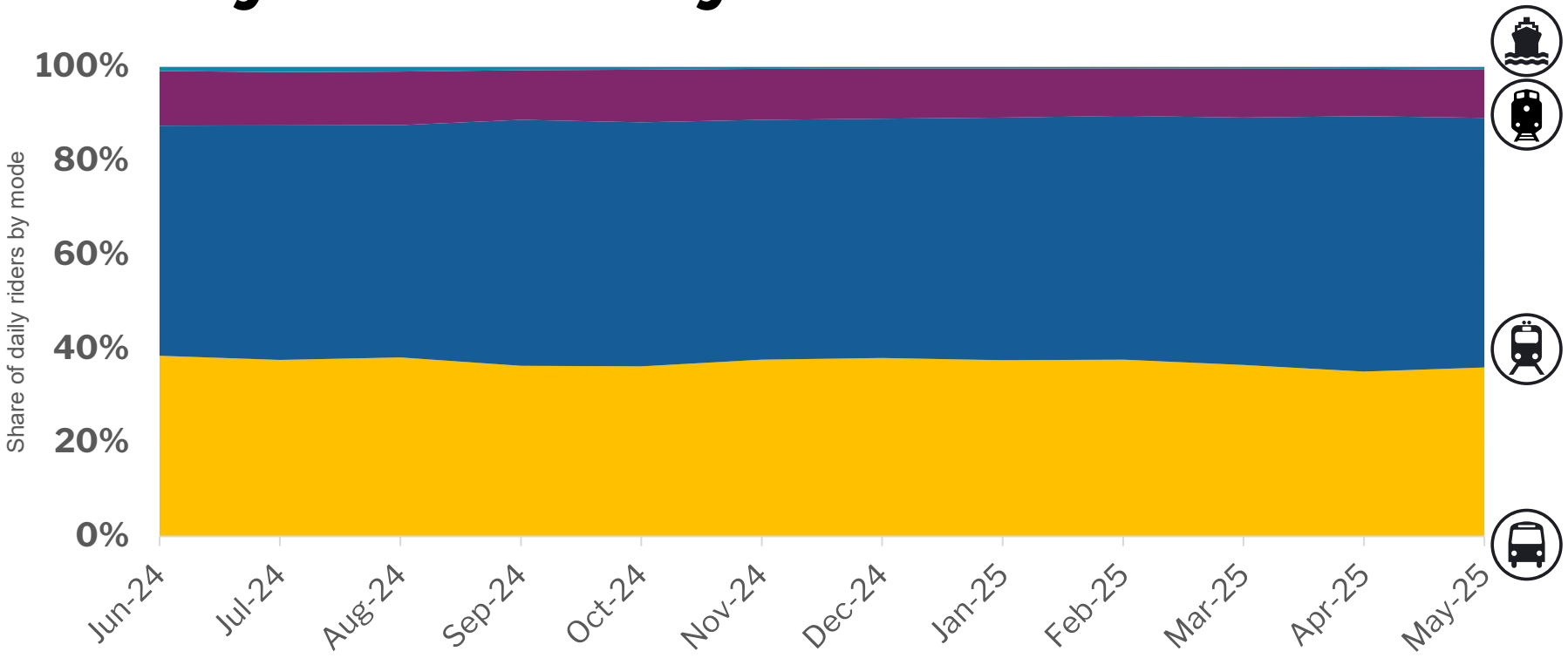
Making transit better together

Proposed Regulation 703 CMR 6.00 Issuance and Enforcement of Automated Bus Lane and Bus Stop Violations

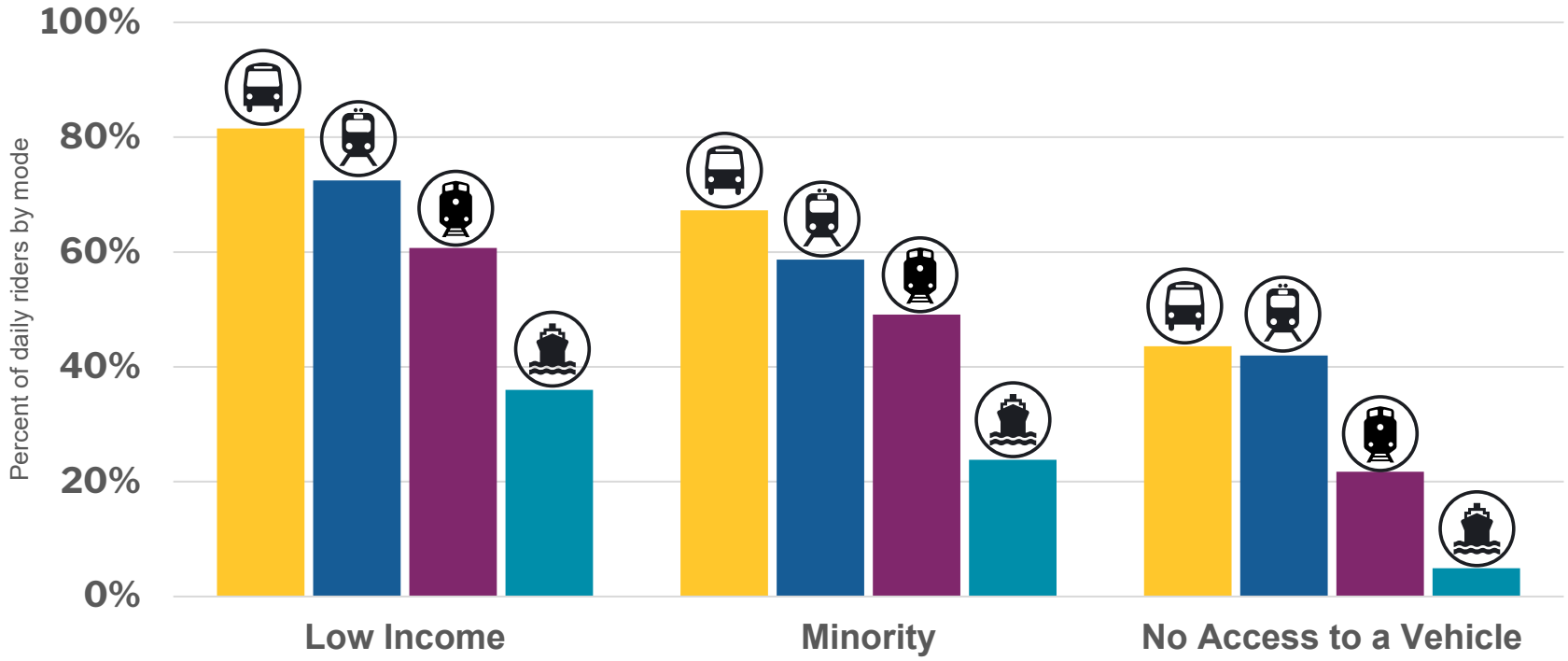
Public Hearing
August 21, 2025

Why does enforcement matter?

Nearly 40% of daily T riders use the bus.



Bus riders are a priority.



Blocked bus stops are unsafe.

When drivers block any of the MBTA's 7,000 bus stops:

- Riders with mobility devices are prevented from accessing service
- Riders onboard may have to disembark onto the city street
- There is an increased risk of collisions
- Passengers risk being struck by vehicles

Accessibility requires clear curbs.

Camera Enforcement Legislation and Proposed Regulation

Statutory Background

Chapter 363 of the Acts of 2024 created MGL c. 90K to allow automated enforcement of bus stops and bus lanes

MBTA, RTAs and municipalities may now use cameras and camera systems to enforce motor vehicles:

1. Parking in a bus stop ($100 fine)
2. Standing/parking in a bus lane (fines range from $25-125)

Chapter 363 of the Acts of 2024 also expanded MGL c. 89 to add section 4E:

“No motor vehicle shall be parked, stood or caused to stand in a lane designated for the exclusive use of buses unless otherwise regulated or posted by an official traffic signal, sign or marking or at the direction of an authorized police officer.”

Regulation Implementation

- The law directs MBTA to adopt regulations establishing fine levels, appeal procedures, warning criteria, standardized forms and notices, and reporting standards.
- Proposed regulations will apply to all enforcing authorities including MBTA and any RTAs and municipalities that opt in to establish an automated camera enforcement system.
- Proposed regulations were developed in collaboration with RTAs, municipalities, and local transit and disability advocates.
- Enforcement programs will be revenue neutral: enforcing authorities cannot retain fines as revenue and may only cover the costs to launch and operate the enforcement program. Net revenue will go to the Massachusetts Transportation Trust Fund.
- At the close of the public hearing, MBTA will review all comments received. Any changes to the proposed regulation will be presented to MBTA Board of Directors for a vote at the September board meeting.

703 CMR 6.00: Key Definitions

Bus Lane refers to any lane of vehicular traffic designated and marked or designated and posted by an Enforcing Authority for exclusive use of MBTA or RTA buses or school buses.

Bus Stop refers to any place designated and marked or designated and posted by an Enforcing Authority as a bus stop or bus terminal area used for loading and unloading bus passengers.

Park or Parking refers to the complete stop or standing of a vehicle, whether occupied or not, including a commercial vehicle loading or unloading, except in a posted loading or unloading zone.

Stand or Standing refers to the complete or near complete stop of an occupied motor vehicle for any amount of time for any purpose, including breaking for traffic, traffic signals, or pedestrians, or picking up or dropping off passengers.

703 CMR 6.00: Exceptions

Liability for a bus lane or bus stop violation shall not attach if:

a) The violation was **necessary to allow the passage of an emergency vehicle**
b) The violation **occurred while participating in a funeral procession;**
c) The violation occurred during a period of time in which the **motor vehicle was reported** to the police department of any state, city or town as having been **stolen** and had not been recovered before the time the violation occurred;
d) The operator of the motor vehicle was **issued a citation** for the violation in accordance with section 2 of chapter 90C of the General Laws;
e) The violation notice was issued in relation to a violation for which the **registered owner of the vehicle already received a violation notice from another enforcing authority**, provided such other notice is resolved pursuant to 703 CMR 6.05
f) The violation was **necessary for the safety of passengers or pedestrians**;
g) The operator of the motor vehicle was **complying with an officially-posted traffic signal, sign or marking;**

703 CMR 6.00: Exceptions cont.

Liability for a bus lane or bus stop violation shall not attach if:

h) The operator of the motor vehicle was **complying with the direction of an authorized police officer**;

i) The motor vehicle was an **ambulance or other emergency medical vehicle** while in performance of a public duty or while transporting a sick or injured person to a hospital or other destination where professional medical services are available;

j) The motor vehicle was a **firefighting vehicle or apparatus** while going to a fire or responding to an alarm;

k) The motor vehicle was being operated by a **police officer** or recognized protective or law enforcement officer within the scope of their employment;

l) The motor vehicle was a **utility or service vehicle actively responding to a service call or emergency** and there is no reasonable alternative place to park or stand the vehicle during the active response;

m) The motor vehicle has been **specially authorized by an enforcing authority** to park or stand in a designated bus lane or bus stop, whether or not in a specified location and/or during a specified time period, and is in compliance therewith; or

n) The violation was **necessary to comply with any other law or regulation** governing the operation of a motor vehicle.

703 CMR 6.00: Warnings

A warning may be issued in lieu of a fine, provided warnings are issued pursuant to objective and consistent criteria. As proposed in the regulation:

- A warning shall be issued for a first offense with a lifetime lookback, provided that the violation did not cause a danger to public health, security or safety (e.g., blocking a bus stop as a danger to public safety); and

- A warning is appropriate under the circumstances for reasons of fairness, provided however that a warning in lieu of a citation is issued to all motor vehicles similarly situated (e.g., newly designated bus-only lane).

703 CMR 6.00: Fines and Penalties

- Fines for parking or standing in a bus lane may be between $25-$125
- Separate fine structure for commercial and passenger vehicles
- Parking in a posted bus stop remains $100, consistent with MGL c. 90, §20A

Fines for Passenger Vehicles

Camera Enforceable Violations	Fine
First Bus Lane Violation in a 60-day lookback period	$25
Second Bus Lane Violation in a 60-day lookback period	$50
Third Bus Lane Violation in a 60-day lookback period	$100
Fourth or subsequent Bus Lane Violation in a 60-day lookback Period	$125
Any Bus Stop Violation	$100

Fines for Commercial Vehicles

Camera Enforceable Violations	Fine
First Bus Lane Violation in a 12-month lookback period	$50
Second Bus Lane Violation in a 12-month lookback period	$75
Third Bus Lane Violation in a 12-month lookback period	$100
Fourth or subsequent Bus Lane Violation in a 12-month lookback Period	$125
Any Bus Stop Violation	$100

703 CMR 6.00: Data Privacy

As required by statute, photos and video captured by automated cameras and camera systems:

- May not be used for any purpose other than bus lane/bus stop enforcement without a court order;
- Are not public records;
- May not be used to identify the operator, passengers or contents of a vehicle. Images showing individuals or vehicle contents must be redacted before being used to issue a violation notice; and
- Must be deleted after 120 days unless longer retention is required by law or is needed to enforce a violation.

Vendors and contractors must maintain confidentiality of data collected by automated camera system.

Thank you!

For questions or additional information please contact:
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Please submit written comments to:
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